

## CANAMEX Meetings Draw Record Input

Every chair was full and it was standing room only. In what may have been the largest crowd ever for a Maricopa Association of Governments (MAG) meeting, more than 650 people attended a public forum on the Canada to Mexico (CANAMEX) Corridor route in Sun City West August 31st. The meeting was one of three hosted by MAG and the Arizona Department of Transportation (ADOT) to obtain input from West Valley citizens on the proposed designation of the CANAMEX Corridor through the MAG region. In addition to the Sun City West meeting, forums were held in Buckeye and Wickenburg, which also drew significant public participation.

"We wanted to make sure we heard from all potentially affected communities," said MAG Assistant Director Dennis Smith. "Not only did we hear oral testimony from several dozen speakers, we received more than 400 written comments. The input we received during these public



meetings certainly made an impact on our final recommendation to the Regional Council."

An initial MAG proposal – which recommended the Sun Valley Parkway as part of the proposed route – drew opposition from landowners in Buckeye. The residents in Sun City were strongly opposed to any designation involving Loop 303, while the citizens of Wickenburg were most focused on whether possible routes would contain a desired bypass around their town.

The majority of community concerns centered on the potential for additional truck traffic along the designated trade route. But Smith pointed out that a corridor designation can benefit an area by better positioning the region to receive federal funding for improvements to the corridor. Members of the Governor's CANAMEX Corridor Task Force, meanwhile, said the corridor is crucial to national and international trade.

More than 650 people attended a public forum in Sun City West on the CANAMEX corridor study.

**CANAMEX continued on page 11**

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**Phoenix Mayor  
Skip Rimsza**


## From the Chair

If your goal is to win a gold medal at the Summer Olympics, then competition is your best friend. It's what gets you where you're going. It's what gets you to your goal. But if your goal is to build a community from individual, neighboring cities, then competition must take a back seat to cooperation – our new best friend. It's cooperation that gets us where we're going. It's cooperation that gets us to that noble goal.

There will always be a place for friendly competition among cities. But when it comes to the big picture, none of us should be willing to wager away the quality of life of our cities and citizens by being more competitive than cooperative. We must cooperate on clean air. We must cooperate on transportation and the delivery of services. We must cooperate on public safety.

And that's the mantra I'll be chanting during my term as Chairman.

As was the case with many of you, I recently had the pleasure of spending time in Prescott with many of my fellow mayors. And I can tell you, it was time well spent. Forming personal friendships is a good first step toward the kind of cooperation I'm talking about. I recommend it highly. In fact, as I write this column, I am packing for a weekend in Tucson to spend Parents' Day with my two teenagers at the University of Arizona. And while I'm there, I'm joining Mayor Walkup for a U of A football game. I'll be cheering for the Wildcats.

And for a lifetime Phoenician, that's profound cooperation. 

## MAG Hosts "Livable Communities Day"

As part of National Try Transit Week, the Maricopa Association of Governments and the City of Scottsdale sponsored "Livable Communities Day" on September 11, 2000.

The day featured a short walking media tour to demonstrate the many important planning components that go into creating a livable city. The tour featured interviews with Scottsdale Mayor Mary Manross as well as local and national experts on transit and pedestrian planning.

Try Transit Week is a week-long series of events focusing on the importance of transit. It is held annually in cities across the nation to call attention to the many benefits a community experiences when more people ride together to their work, shopping and school destinations. 

## REGIONAL council members

- ◆ **Mayor Skip Rimsza** Phoenix, *Chair*
- ◆ **Mayor John Keegan** Peoria, *Vice-Chair*
- ◆ **Mayor Jay Tibshraeny** Chandler, *Treasurer*
- Mayor Ron Drake** Avondale
- Mayor Dusty Hull** Buckeye
- Mayor Edward C. Morgan** Carefree
- Mayor Vincent Francia** Cave Creek
- Mayor Steve Garza** El Mirage
- Mayor Sharon Morgan** Fountain Hills
- Mayor Chuck Turner** Gila Bend
- Governor Donald Antone** Gila River Indian Community
- ◆ **Mayor Cynthia Dunham** Gilbert
- Mayor Elaine M. Scruggs** Glendale
- ◆ **Mayor William Arnold** Goodyear
- Councilmember Margarita Garcia** Guadalupe
- Mayor J. Woodfin Thomas** Litchfield Park
- Supervisor Andy Kunasek** Maricopa County
- Mayor Keno Hawker** Mesa
- Mayor Edward F. Lowry** Paradise Valley
- Mayor Wendy Feldman-Kerr** Queen Creek
- President Ivan Makil** Salt River Pima-Maricopa Indian Community
- Mayor Mary Manross** Scottsdale
- Mayor Joan Shafer** Surprise
- Mayor Neil G. Giuliano** Tempe
- Mayor Adolfo Gamez** Tolleson
- Mayor Larry Roberts** Wickenburg
- Mayor Eugene Russell** Youngtown
- F. Rockne Arnett and Dallas Gant** Arizona Department of Transportation
- Bill Beyer** Citizens Transportation Oversight Committee
- ◆ **Executive Committee Members**

## MAGAZine

MAGAZine is a quarterly newsletter of the Maricopa Association of Governments. It focuses on the issues and concerns of the cities, towns and tribal communities of Maricopa County. If you know of a friend or colleague who would like to receive MAGAZine, please call the MAG office, (602) 254-6300.

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Mayor of Phoenix  
*Regional Council Chairman*

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# Aging Baby Boomers Spur Dialogue on Elderly Mobility

When baby boomers begin to hit retirement age in 2011, it will mark the beginning of an “age wave” that will last for decades. By 2025, Arizona will be one of 27 states in which one out of every five people will be elderly – an 80 percent increase in senior population.



The aging boomers will have far-reaching effects on everything from the economy to housing development to how medical and social services are delivered. It also has significant ramifications when it comes to transportation services and mobility.

“Cities and towns will be faced with many challenges in responding to this demographic shift,” said MAG Executive Director James M. Bourey. “We need to get ahead of the curve and begin now to lay out a strategy that promotes safe and accessible mobility options for our region’s elderly population.”

MAG took the first step toward that goal by hosting a stakeholders meeting, *Aging & Mobility – Implications for the Maricopa Region*, on August 25, 2000. The conference marked the beginning of what MAG hopes will be an ongoing dialogue toward better and safer senior mobility.



Dr. Rosenbloom presented findings from an elderly mobility study conducted by the University of Arizona.

Among those attending the conference was Dr. Sandi Rosenbloom, a Professor of the University of Arizona’s Drachman Institute, who has conducted extensive research in the area of elderly mobility.

“Isolation poses particular problems for elderly persons in the suburbs,” said Dr. Rosenbloom. “The suburban elderly in growing metropolitan areas in the South and West have the highest levels of automobile ownership. In Phoenix, 91 percent of the elderly own a car or truck. How will they cope as they age in place and become mobility dependent? That’s the question we need to be asking and addressing,” she said.

Despite the potential for isolation, Dr. Rosenbloom reported

that many elderly are not likely to move from their homes. She added that research has shown few older people think about alternatives in the event they are unable to drive. Most expect they will be driven by a friend or relative, and studies show that public transit use among the elderly is extremely low.

Other significant issues will be safety and environmental factors. Older drivers are more likely to be seriously injured or killed in crashes than younger age groups, and often do not recognize their limitations. As retiring baby boomers continue to drive, the number of vehicle miles traveled each day will rise, increasing not only the potential for accidents but also air pollution.

**Elderly Mobility cont. on page 5**



# Cities Urged to Implement Domestic Violence Initiatives

*Pain so deep it bubbles in my soul  
like acid.*

*Fear so strong it permeates my  
bones, turning them to ice and  
sits upon my chest, preventing  
my breath, my scream.*

*Words that whip through my  
heart like sharp blades.*

*Hate so fierce it winds its fingers  
around my throat and squeezes.*

*Anger whirls around me in a  
tornado I cannot prevent,  
control or cease.*

*A sick, secret shame engulfs me,  
drowns me and keeps me  
silent.*

*Love shouldn't hurt.*

“Love shouldn’t hurt.” That’s the refrain of a poem written by 29-year old Lorel in the wake of an abusive relationship that lasted more than ten years. Still, it wasn’t until a sympathetic employer intervened that Lorel finally found the strength to leave her abuser.

It was on a Saturday that Lorel, a recruiter for an accounting and finance personnel firm, was repeatedly beaten at her workplace by her then-husband. At the time, the office was nearly deserted and Lorel thought no one would know about her “sick, secret shame.” But by coincidence, her boss witnessed the attack and began offering the support and encouragement Lorel needed to free herself from her marriage.

Lorel was among those on hand October 4th to encourage the MAG Regional Council to

implement three key initiatives to combat domestic abuse – including one to address domestic violence in the workplace. The initiatives, advocated by the MAG Domestic Violence Council, are among 41 recommendations approved by the Regional Council last year as part of a broader regional plan on domestic violence.

“The MAG Domestic Violence Council has identified these three initiatives as top priorities for dealing with domestic violence at the community level,” said MAG Domestic Violence Council Chair Peggy Bilsten, a Phoenix councilmember. “We’re asking MAG member agencies to take them back to their own cities for implementation.”

The initiatives include:

- **Workplace Policies and Practices to Address Domestic Violence**

It is estimated that domestic violence costs employers \$3-5 billion each year in lost productivity, absenteeism, employee turnover, and health care costs. Bilsten said there is a need for policies and practices in personnel regulations and grievance procedures, to ensure that victims are protected. Such policies can also ensure that the local government is not liable if injuries do occur, or if termination of a batterer is needed. The Council will focus efforts on local governments over the

next year and recommend that they develop workplace policies and provide training to employees to recognize the signs of domestic violence.

- **Local Coordinating Councils**  
Local governments dedicate significant resources of police, fire, prosecutors, social services and courts to domestic violence. The Council believes that strengthening the links between these departments will enhance knowledge about abusers and lead to more appropriate sentencing. Bilsten said local coordinating councils provide a means for departments to coordinate their efforts to the maximum benefit of victims, and lead to effective consequences for perpetrators. The Domestic Violence Council has created a training guide and will sponsor a two-day training workshop to help local jurisdictions learn how to develop their own coordinating councils.

- **Crisis Response Teams**  
Research has shown that having an advocate respond to the domestic violence scene along with law enforcement is effective in helping victims obtain social services during a critical period when the victim is most likely to leave a violent relationship. Bilsten said this team approach allows officers to attend to the criminal justice aspects of the case, while the


Continued on page 5

## Domestic Violence (continued from page 4)

advocate deals directly with the medical and social service needs of the victim and her children. The Council hopes to coordinate efforts among already existing crisis response teams, and to assist cities with development of a crisis response team in their communities.

"These initiatives represent a clear strategy for cities to reverse the impact of domestic violence on our communities," said Bilsten. Several Valley cities, such as Chandler, Mesa, Surprise and Phoenix, have already committed to implementing one or all of the initiatives. Former abuse victim Lorel said she's relieved cities are taking a stronger look at domestic violence.

"I'm glad to see a comprehensive regional approach," she said. "I know in my situation it made all the difference in the world to have the support of my employer in helping me break free of my abuser, and every victim should have similar resources available." The resources offered by her employer helped Lorel put an end to her domestic violence, allowing her to write the final words of her poem:

*I did not deserve it, I did not  
have to accept it.  
I could do something - I could  
choose Life.  
I could transform myself from an  
empty cocoon to a brilliant butterfly.  
Love Shouldn't Hurt.  
Love doesn't have to hurt.  
Love will never hurt me again.  
I am butterfly reborn.  
I have a new chance at life.  
I am FREE.* 

## Elderly Mobility (continued from page 3)

Still, Dr. Rosenbloom emphasized the importance of ensuring that the elderly stay mobile. "Mobility is vital to the health and well-being of older persons," she said. "There are approaches we can take to ensure their safety, such as demonstrating their skill losses to help convince them not to drive, describing the risks to family and friends, specifying cost savings and identifying mobility alternatives."

She admits the last suggestion will pose the greatest challenge in the years to come, and credits MAG with beginning now to address the issue. MAG has formed an Elderly Mobility Stakeholder Working Group that will utilize input from baby boomers in the community. The group will spend the next


four to five months developing a regional action plan.

MAG is also leading a national call for action on elderly mobility. Executive Director Bourey recently gave a presentation at the national conference of the Association of Metropolitan

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**"Mobility is vital to the health and well-being of older persons."**

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Planning Organizations (AMPO) in Chicago, challenging members to make elderly mobility the critical planning issue during the re-authorization of federal transportation legislation. 

## MAG Moment



Members of the MAG staff prepare to take an aerial tour of the Valley aboard an SRP helicopter. The tour gave planners a look at where the region's heaviest development has occurred.

# On the Move: Transportation

## Agua Fria Freeway Opens Three Years Ahead of Schedule

**I**t was a sight you probably won't see on this section of freeway again – Valley residents walking, biking, strolling, jogging and rollerblading on the Agua Fria Freeway. The public was given the opportunity to see the freeway up close as part of a grand opening held Saturday, October 14, 2000 – just hours before it was officially opened to traffic.



**Glendale Mayor Elaine Scruggs** at the dedication of the Agua Fria Freeway.


The grand opening celebrated the last stretch of freeway to be opened completing Loop 101 between Interstate 10 and Interstate 17. The completed section between I-10 and Northern Avenue marks a six-mile, \$88.5 million extension and includes a \$32.7 million three-tiered interchange.

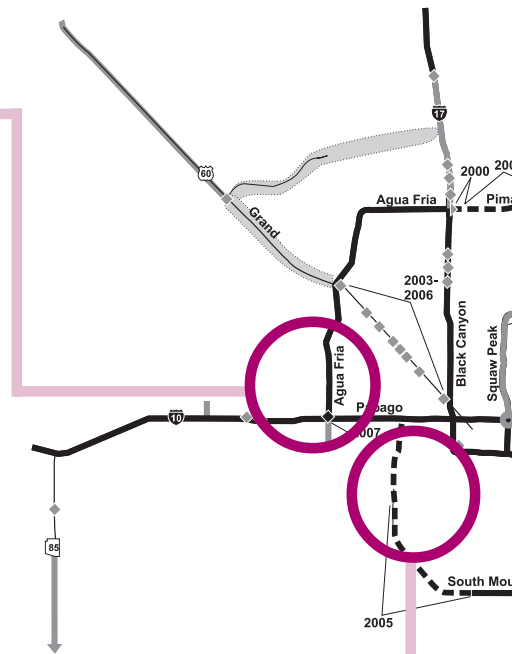
The completion comes three years ahead of the schedule proposed in 1996. The

acceleration of the freeway was made possible, in part, through the efforts of former MAG Regional Council Chair Elaine Scruggs. Scruggs spearheaded MAG efforts to update revenue forecasts that helped locate the dollars needed to complete the Agua Fria this year.

“The completion of Loop 101 is a long-awaited improvement for the West Valley,” said Scruggs, who is mayor of the city of Glendale. “The north-south connection will provide safer and more convenient travel for residents and visitors alike, and will remove the last major barrier to quality economic development for West Valley communities,” she said.

Scruggs said the acceleration of the project is a credit to MAG member agencies. “I appreciate the efforts of all Valley mayors and MAG staff who worked with me to reprioritize projects in the regional freeway system in 1996, leading to the completion of this segment three years ahead of schedule,” she said.

MAG hosted an information booth at the grand opening to distribute information about MAG and its regional programs, including maps outlining an accelerated construction schedule that will see the completion of the Regional Freeway System by 2007. 



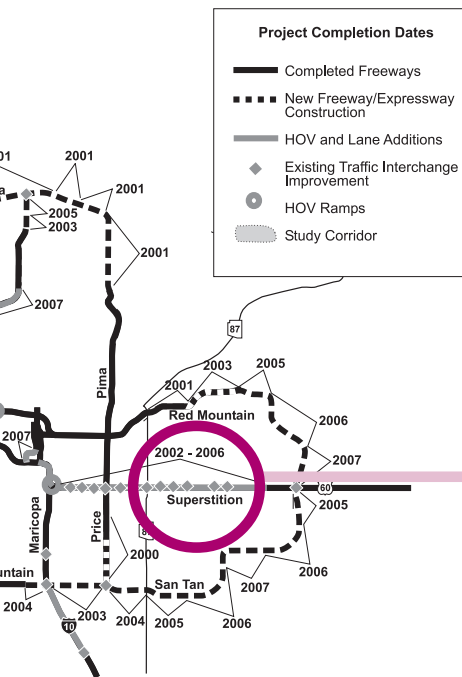
## Process Begins for South Mountain Parkway

**I**n an effort to protect a future freeway corridor from encroaching development, the MAG Regional Council has approved funding to conduct an Environmental Impact Statement (EIS) study along the South Mountain Parkway. The EIS will help finalize the alignment of the parkway and resolve environmental concerns with some of the potential alignments.

“When the EIS is completed, and a selected parkway corridor has been chosen, funds currently reserved for purchase of land for the roadway can be used to protect the right-of-way along the


# Issues Take High Priority

## Construction on Superstition Accelerated Through Design-Build Project



selected corridor,” said MAG Transportation Programming Manager Paul Ward.

The call for the EIS came after the City of Phoenix raised concerns over a new subdivision with 148 homes in the parkway alignment near Broadway Road.

The MAG Regional Council formed the South Mountain Agency Stakeholders Group on January 19, 2000, which then recommended that the EIS be completed and that the right-of-way for the corridor be protected from development. Until right-of-way is actually purchased, an owner or developer of land in the proposed alignment may be able to build or develop on that land, making acquisition more difficult and expensive. 

The MAG Regional Council has approved financing that will accelerate by more than two years completion of High Occupancy Vehicle (HOV) lanes along the Superstition Freeway (US 60), as well as the addition of two general purpose lanes in each direction through the city of Mesa. The acceleration will be accomplished through a process known as a “design-build” contract, in which a single team is responsible for the design and construction of the project.


“Under design-build, the design and engineering work and the construction activity are conducted at the same time, making it possible for earlier completion of the project,” said MAG Transportation Manager Eric Anderson. “However, to construct a project on an accelerated design-build schedule, creative financing is also necessary to bridge the timing gap between when the funds are needed for the project and when the funds are programmed,” he said.

In the case of the Superstition, the length of the project was shortened by about four miles to accommodate the needs of increased cost. As a further means of bridging the gap, the Arizona Department of Transportation (ADOT) will issue Grant Anticipation Notes, which are short-term notes issued to investors that are paid back from pledged future

federal transportation funds.

As part of the accelerated project, the City of Mesa requested that general purpose lanes from Price to Val Vista also be included. Mesa was willing to pay the estimated \$2.6 million of interest cost to advance the completion of the lanes.

“The financing gets complicated, but the bottom line is that we will have HOV lanes along a major part of the Superstition, as well as general purpose lanes through the Mesa segment, two years earlier than planned,” said Anderson, who added that the project will also include a connection between HOV lanes on the Superstition Freeway and Interstate 10. “That means improved road conditions and travel time savings for motorists,” he said.

The US 60 project is the second regional project to use the design-build process to speed up highway completion. The first was to construct HOV lanes along Interstate 17 in Phoenix. 



**Top:** Existing US 60 between Stapley Road and Gilbert Road. (Looking east)

**Above:** Computer-enhanced photo showing proposed improvements on US 60, including widening and HOV lanes.

*Photos courtesy of Arizona Department of Transportation*



## On the Move:

### Transportation Issues Take High Priority (continued)

## MAG Hosts Transportation Modeling Training

Ever wondered how many cars travel a particular freeway or how many people ride the bus? Ever pondered how traffic engineers know how thick the pavement on a freeway should be or how many left turn lanes should be at an intersection?

The answers to all of those questions and more can be found through a process known as “modeling,” in which technicians plug known data into a computer program, or model, that helps predict future conditions.


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**“It’s much easier to get consistent study results when all agencies use the same model, since different models may produce different results.”**

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One of the most highly sophisticated transportation modeling programs available today is “EMME/2.” The Maricopa Association of Governments recently conducted a training session on EMME/2. The three-and-a-half day training session brought together modelers from the MAG staff, four Valley cities, Maricopa County and the Regional Public Transportation Authority. The training was conducted by Inro, the company that developed the program.

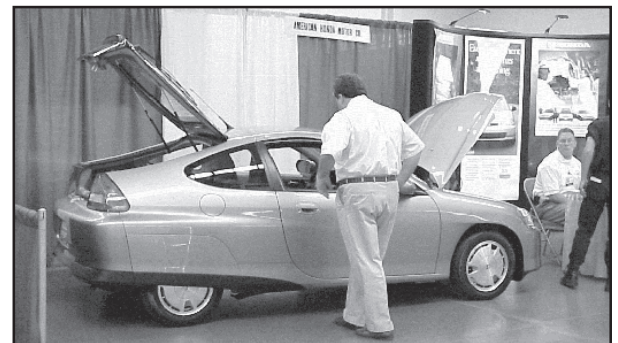
“It’s much easier to get consistent study results when all agencies use the same model, since different models may produce different results,” said MAG System Analysis Program Manager Mark Schlappi. “This training will help us all get on the same page when it comes to sharing critical data between cities,” he said.

The training conducted in September was on an introductory level. Schlappi said MAG hopes to hold additional, higher-level training in the future. 




## MAG Wins Environmental Excellence Award

On September 8, 2000, the Maricopa Association of Governments (MAG) was presented with the Environmental Excellence Awards Program Award of Merit. Presented by the Valley Forward Association, the award was given in recognition of an “outstanding demonstration of compatibility with the environment” in the category of Environmental Education.



The forum included displays of alternative fuel vehicles.

The award was for an alternative fuels forum held by MAG last April. *Arizona Alternatives: Clean Fuels for Clean Cities* was the first-ever statewide forum to promote, celebrate and showcase alternative fuel programs. The forum recognized the achievements of clean cities stakeholders in supporting and encouraging the use of alternative fuels. It also helped citizens learn more about the benefits of driving alternative fuel vehicles. Educational opportunities included exhibit booths and a “Ride and Drive,” in which participants could test drive a variety of alternative fuel vehicles. 



# MAG Moves Forward with New Regional Transportation Plan

For many years, the Maricopa Association of Governments (MAG) has developed a 20-year transportation plan known as the Long Range Transportation Plan (LRTP). This plan is updated each year, always projecting to the 20-year horizon. The current LRTP includes \$38 billion of transportation improvements.

transportation improvements in the region.”

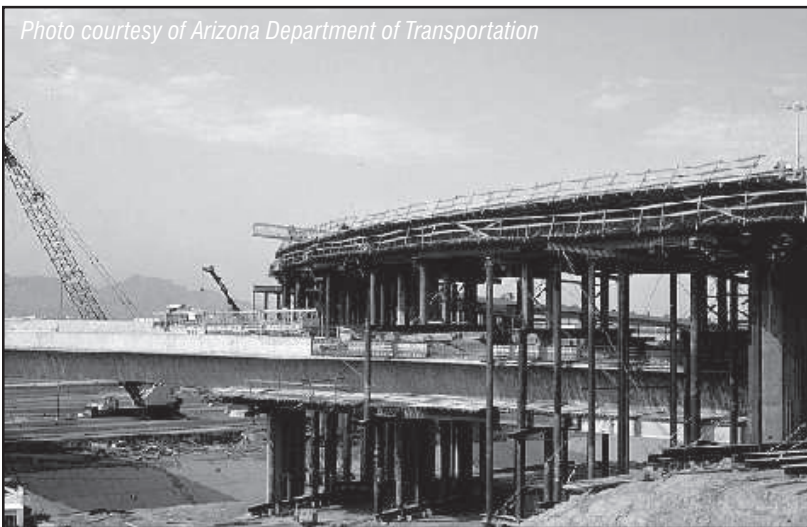
The work to develop the MAG Regional Transportation Plan will parallel the development of the State Transportation Plan that is currently underway. According to Hawker, the MAG plan will be an important component of the

demand and how services are provided. Phase I will also seek to develop transportation values, goals and objectives — including a compilation of the goals and visions of each of the MAG member agencies. The first phase will conclude with the development of performance measures that can be used to test transportation strategies.



**Mesa Mayor Keno Hawker,**  
Chair of the MAG  
Regional Council  
Transportation  
Subcommittee

*Photo courtesy of Arizona Department of Transportation*



But with the scheduled completion of the Regional Freeway System in 2007, transportation planners say a new Regional Transportation Plan is needed to guide the continued development of the region's transportation system.

“The new plan will be based on newly defined goals, objectives and strategies for the future that will incorporate anticipated changes in regional development and trends in transportation,” said MAG Transportation Committee Chair Keno Hawker, mayor of Mesa. “It will serve as a blueprint for the next 20 to 50 years and provide the context for all

State Transportation Plan. Key partners in the development of the new plan will include MAG member agencies, the Arizona Department of Transportation, the Regional Public Transportation Authority, the public and transportation stakeholders.

Hawker said the Regional Transportation Plan will be developed in two phases. Phase I will focus on the development of a solid policy foundation for future transportation infrastructure decisions. This phase will also be used to examine the future trends, technological developments, and other factors that could influence transportation

Phase II of the planning process will identify future transportation investments over the plan's 20-year time-horizon. These investments could include new freeways or expressways, expanded transit service, or new transportation technologies that could allow for more efficient use of the Valley's existing transportation network. Investments identified in the 20-year plan will be used as guidance for the development of the five-year MAG Transportation Improvement Program.

In November, the MAG Regional Council took the first crucial step by selecting the consultant who will oversee the development of the plan.

“Multi-modal strategies and innovative solutions will be needed to provide an effective transportation system to serve the Valley's needs in the decades to come,” said Hawker. “A comprehensive regional transportation plan is critical to enhancing the quality of life in the region, and to improving the region's competitive position in the new economy,” he said. 

# Coughing Camel, Fireplace Demo Kick Off Winter Pollution Season

**I**t's a season that no one wants to arrive – but it always does. And since the winter pollution season is bound to come anyway, perhaps it's best to give it a formal kickoff to promote the strategies to fight it.


On October 23rd, representatives from MAG, the Clean Air

“The Valley has not had a violation for carbon monoxide since January 1996. It's critical that the region maintain its clean streak so that we can go from a nonattainment to an attainment area,” said Phoenix Mayor Skip Rimsza, Chair of the MAG Regional Council.

deal with particulates that will help us reach attainment by the year 2006.”

When it comes to air pollution in the Valley, nothing seems to drive home the point more than when residents see their beautiful desert mountain vistas obscured by an ugly brown cloud. That's one of the reason the Clean Air Campaign decided to use the kickoff to re-release a public service announcement (PSA) that dramatically drives home that point. The television PSA features the camel in Camelback Mountain, who raises his rocky head – to cough.

“The coughing camel ad hasn't been actively run for years, but in focus groups it's still the most-remembered spot we've ever done,” said Priscilla Meyer, marketing coordinator for Valley Metro. “It did run briefly in 1999, for only about four weeks. Still, 41% of the audience remembered it,” she said. “We hope that its impact helps people to remember to adjust their habits and bus, bike, walk, and telecommute,” she said.

The kickoff also hit on another key theme, demonstrating the benefits of clean-burning fireplaces. Clean air inspectors used special materials to capture the smoke of a wood-burning fireplace and a clean-burning fireplace, demonstrating the differences in the amount of particulates emitted by each. 



The coughing camel spot is still one of the most remembered.

Campaign, Maricopa County, the State of Arizona, and the business community joined forces at a press conference to announce plans to help stay violation free this winter. Strategies include continuing with the issuance of High Pollution Advisories for carbon monoxide and particulate matter, and conducting an advertising campaign encouraging Valley residents to carpool, ride the bus, bike, walk or telecommute, and to refrain from using wood-burning fireplaces.

A nonattainment area is a designation given by the federal government for areas that do not meet air quality standards. Rimsza said the region continues to work together to combat air pollution.

“We've been successful in preventing violations of carbon monoxide for the past three years, but particulate pollution remains a big concern,” said Mayor Rimsza. “Along with a model fireplace standard, MAG has developed a regional plan to

## CANAMEX Meeting (continued from page 1)

“The importance of this corridor is that there are so few national north-south routes,” said Katie Dusenberry, a member of the governor’s task force. “We have so many Interstates that run east and west, but not north and south. And right now, the biggest gaps happen to be in Arizona,” she said.

On November 1, 2000, MAG and ADOT asked the MAG Regional Council to adopt a resolution that the future CANAMEX designation include I-8 between I-10 and State Route (SR) 85, SR 85 between I-8 and I-10, and the US 93/US 60 Wickenburg Bypass. The agencies recommended that the connection between the SR 85 and I-10 junction and the Wickenburg Bypass be designated after additional study. In addition, the agencies recommended that any future CANAMEX designation occur outside of the air quality boundary for particulate pollution, effectively eliminating Loops 101 and 303 from consideration. A vote on the resolution was pending at press time.

“We want the resolution to accomplish several objectives,” said Smith. “We want to let the public know which routes have been eliminated from consideration. We want to make sure any designation is for a route west of the White Tank mountains for air quality reasons, and we want more time to review several major studies that are not yet complete. Those studies might give us a better idea of what impacts there could be to communities near the designated route,” he said.

Dusenberry agreed that it’s a good idea to wait for the study results before making a final designation. But she says the Governor’s CANAMEX Task Force has an “informal” time line of about a year.

“It’s important we come to grips with a designation in Maricopa County,” she said. “The longer we put it off, the more development takes place, and that makes it even more difficult to go ahead with a designation that makes sense,” she said. 🏞️

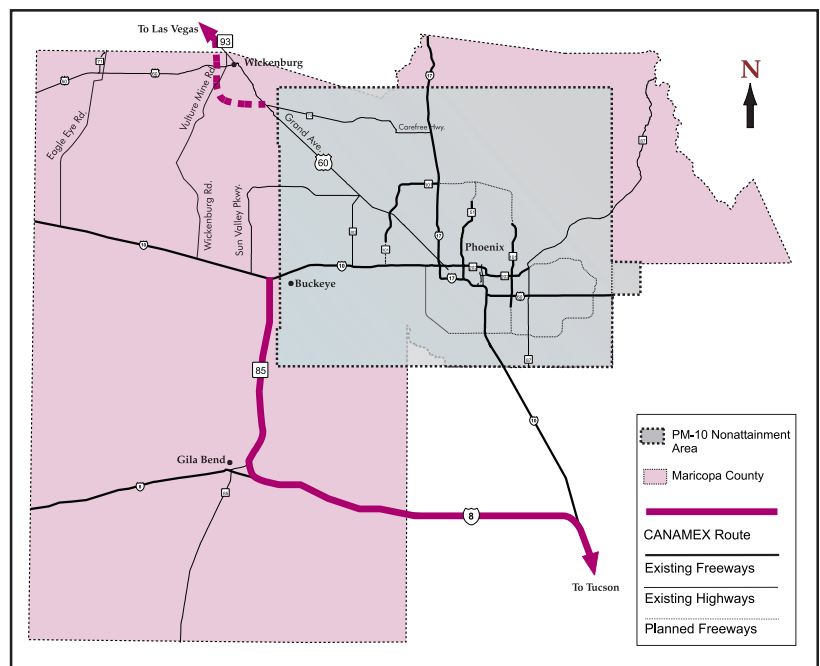
The CANAMEX map (right) shows corridors recommended for future designation and the particulate matter (PM-10) air quality boundary.

## MAG Transportation Plans Meet Air Quality Requirements

Before the projects in any transportation program can be built, planners must demonstrate that the plans will not cause violations of the federal air quality standards. The analysis which helps determine whether the projects meet air quality requirements is called a “conformity analysis,” (because the transportation plans must “conform” to air quality plans) and the decision determining if they pass the analysis is called a “conformity finding.”

On July 31, 2000, the U.S. Department of Transportation informed MAG that its two major transportation plans (the five-year Transportation Improvement Program and 20-year Long Range Transportation Plan) did meet the requirements of the conformity rule.

“The finding of conformity covers the Valley’s three main pollutants – particulates, carbon monoxide and ozone pollution,” said MAG Environmental Manager Lindy Bauer. “It means we can go forward with the building of transportation projects in the region, and it also means we can build those projects with confidence that our air quality will not suffer as a result,” she said. 🏞️





# EVENTS *Calendar*

# MEETING *Times*

# WINTER *2000-2001*

## November

- 1<sup>st</sup>** 10:00 AM, Building Codes Committee
- 1<sup>st</sup>** 5:00 PM, Regional Council
- 2<sup>nd</sup>** 10:00 AM, Population Technical Advisory Committee
- 2<sup>nd</sup>** 1:30 PM, Air Quality Technical Advisory Committee
- 8<sup>th</sup>** 2:00 PM, Domestic Violence Local Coordinating Council
- 9<sup>th</sup>** 2:00 PM, Domestic Violence Council
- 13<sup>th</sup>** 1:30 PM, Park and Ride Agency Forum
- 15<sup>th</sup>** 12:00 AM, Management Committee
- 15<sup>th</sup>** 4:00 PM, Draft MAG 208 Water Quality Management Plan Public Hearing
- 16<sup>th</sup>** 8:30 AM, Smart Growth Working Group
- 16<sup>th</sup>** 12:00 PM, Human Services Coordinating Committee
- 17<sup>th</sup>** 1:30 PM, Pedestrian Working Group
- 21<sup>st</sup>** 1:30 PM, Regional Bicycle Task Force
- 29<sup>th</sup>** 10:00 AM, Regional Council Transportation Subcommittee
- 30<sup>th</sup>** 10:00 AM, Telecommunications Advisory Group
- 30<sup>th</sup>** 1:30 PM, Homeless Continuum of Care Steering Committee

## December

- 5<sup>th</sup>** 9:00 AM, Ad Hoc Planning Directors
- 7<sup>th</sup>** 1:30 PM, Population Technical Advisory Committee
- 8<sup>th</sup>** 1:30 PM, Grand Avenue Agency/Community Forums
- 12<sup>th</sup>** 10:00 AM, Transportation Review Committee
- 13<sup>th</sup>** 5:00 PM, Regional Council
- 14<sup>th</sup>** 1:30 PM, Park and Ride Agency Forum
- 19<sup>th</sup>** 1:30 PM, Regional Bicycle Task Force
- 20<sup>th</sup>** 2:00 PM, Building Codes Committee
- 28<sup>th</sup>** 10:00 AM, Population Technical Advisory Committee
- 28<sup>th</sup>** 1:30 PM, Homeless Continuum of Care Steering Committee

All meetings, unless indicated otherwise, will be held in the conference rooms located in the MAG offices on the second floor of the Compass Bank Building, 302 N. 1st Avenue. Parking is available under the building. Please ask for parking validation.

## January

- 10<sup>th</sup>** 12:00 PM, Management Committee
- 17<sup>th</sup>** 10:00 AM, Regional Council Transportation Subcommittee
- 17<sup>th</sup>** 2:00 PM, Building Codes Committee
- 18<sup>th</sup>** 10:00 AM, Population Technical Advisory Committee
- 24<sup>th</sup>** 5:00 PM, Regional Council
- 25<sup>th</sup>** 10:00 AM, Telecommunications Advisory Group
- 25<sup>th</sup>** 1:00 PM, Homeless Continuum of Care Steering Committee



The dates, times and locations of all meetings may change. Other committees not listed here may meet during these months. Please call (602) 254-6300 for confirmation.



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